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TUESDAY, APRIL 16, 1912.



## EPISCOPAL CHURCH CONGRESS

St. Louis, April 16.—With many of the leading bishops, rectors and laymen from all parts of the country, the annual national Episcopal church congress was opened in this city today with a service of holy communion. The congress will be in session four days.

The congress, which has no legislative function, is held principally to provide a forum for the free discussion of live topics by all classes of churchmanship. The principal subjects scheduled for discussion by the present congress are: The good and evil in trade unions, the sanctity of marriage, the possibility of unity in church government, official censorship in the interest of morals, conversion as a Christian experience, and music as an aid to religion.

## SUN TO HIDE HER FACE

Washington, April 16.—Observers of the celestial spheres are today discussing the eclipse of the sun which will occur tomorrow. Theoretically, it is a total eclipse, but practically it will be but a fraction of a second. To the inhabitants of this section of the globe it will be only a partial eclipse, and will be visible only in the eastern states and eastern Canada. Persons living west of a line drawn through Bismarck, N. D., Sioux City, Memphis and Pensacola will not be able to witness the phenomena. Washington astronomers are apathetic regarding the eclipse, for the reason that it will begin before sunrise in this section.

## FRANCIS-WATERS WEDDING

Chicago, April 16.—The marriage of Miss Lella Waters, daughter of Rev. and Mrs. W. C. Waters, and Thomas Francis of St. Louis, son of former Governor and Mrs. David R. Francis, took place this afternoon in Grace Episcopal church, of which the father of the bride is the rector. The church ceremony was followed by a reception at the home of the bride's parents.

## MONTANA STOCK GROWERS

Miles City, Mont., April 16.—A large attendance marked the opening in this city today of the twenty-seventh annual convention of the Montana Stock Growers' association. The convention will spend two days in the discussion of a variety of subjects relating to the stock raising industry.

## NEW OFFICIALS TAKE THEIR SEATS

(Continued From Page One)

As the clock struck 9 last night Alderman J. K. Martin arose to his feet and, addressing the old city council, said:

"Mr. Mayor, I move that this body do now adjourn sine die."

The motion was seconded and carried. With a bang of his gavel former Mayor K. D. Goodall said:

"I now declare this council adjourned sine die and gladly turn over the office of mayor of the city of East Las Vegas to my successor, Mayor Robert J. Taupert."

Thereupon Mayor Taupert took the chair while former Mayor Goodall took his hat and coat and departed. Accompanying him were former Aldermen James O'Byrne and C. V. Hedgcock. Former Aldermen O. M. Ward and Simon Bacharach were not present at the brief meeting of the retiring council which was called to order at 8 o'clock.

The following newly elected aldermen took their seats: B. F. McGuire, Jerry Quinn, Daniel Stern and R. F. Hays. The following aldermen will hold their seats for the next two years: J. K. Martin, Frank Forsythe, Chris Wiegand and Hallett Reynolds. City Clerk-elect Charles Tamme also was present. He has been clerk of the city for the past 14 years.

Immediately upon taking the gavel Mayor Taupert announced his appointments, both of city employees and council committees. Following the election of J. K. Martin as president of the council, a motion was made that the appointees be confirmed. Vote by ballot resulted in the unanimous confirmation of the entire list. Mayor Taupert made wise selections and his appointees undoubtedly will receive the approbation of a big majority of the citizens. Mr. Taupert appointed several officials who served under Mayor Goodall. Many of the men reappointed have given the city faithful and efficient service in the past. They know their business and will carry out their duties to the best interests of the city.

Before adjournment the council listened to a report from the citizens' sewer committee. The report briefly outlined the work which has been done in the construction of a sanitary sewer in the "hill" district and recommended that the remainder of the city be provided with a sewer system at the earliest possible date. A new outlet was also advocated. It was suggested that the broad irrigation plan of disposal of sewage be utilized. The committee stated that it had made inquiry and had learned that suitable land for this purpose can be secured near the most feasible location for an outlet.

The report is as follows:  
Report of Sewer Committee  
To the Honorable Council of the City of Las Vegas:

Gentlemen:  
April 12, 1912.

The sewer being now successfully installed in the district recommended to you for primary construction, we, your Citizens' committee, would like leave to present our final report. We would respectfully recommend the building of the other district, completing the total area of construction recommended in our former report. This district is about two-thirds as large as the district already constructed, and it appears to your committee that the conditions existing there are as favorable as in the district already built, which should make it possible to place the assessment cost at the same price per lot.

With the construction of this district, it will be necessary to provide a new outlet, as a considerable portion of this district is of lower elevation than the one already installed, and we recommended that the present outlet be abandoned for sewer purposes, and be utilized for flood waters and that a new outlet be constructed for the whole system, and also provision made for proper disposal of sewage.

And for disposal, we recommend that the broad irrigation plan be adopted, and can assure you that the city can make arrangements with the owners of the large tract of land just above the junction of the Arroyo Pecos with the Rio Gallinas for this purpose; that a contract can be made with the owners of this tract for a term of years, whereby the sewage piped to the land will be taken care of without further cost to the city.

We favor changing the route of the outlet line from that of the Rosewater survey, which ran east from Prince street across the Santa Fe yards, to one commencing at the southern extremity of Tenth street or Grand avenue, as may be found advisable by the engineer, thence running slightly south of east near the north bank of the Gallinas, passing

either just north of or under the Gallinas bridge of the Santa Fe railway, on through Mrs. Flint's land to the Aesquela del Llano (Lopez Ditch) and there bending to the southeast and following the general direction of the acequia to the disposal ground afore-said, a distance of approximately one and one quarter miles from the point of commencement.

These disposal grounds are admirably adapted to the purpose. Sufficiently sloping to rapidly distribute the sewage, they are so close to the confluence of the Gallinas and Arroyo Pecos that the danger of flood waters will bar the erection of residences within a very considerable distance and it seems apparent that the sewage would be properly disposed of, with injury to none, but would render service in making productive the soil, the best disposal method of all, and particularly adapted to our dry climate.

In all main facts regarding the construction of this district and the outlet, we reiterate the recommendation previously made by us for the other district and the general system, and it seems appropriate and just that both districts should be priced at the same rate per front foot, as both districts would have been constructed as one district at first, had the way been clear to finance the whole project at once, and this necessarily would have meant a uniform price. Moreover, within the district already constructed the actual cost varied largely in different sections, yet the price per foot over the entire district was made the same. Consequently we believe there should be no difference in the rate in the two districts.

As it is near the end of the term of your council, this question of the completion of the sewer will have to go over to your successors, but we cannot urge too strongly on the council of the city that steps be taken as promptly as possible to finance and complete the system, in order that its installation may be upon a uniform plan, thus avoiding future complications, and in order that no part of the city may be deprived of sewer facilities but that all portions may enjoy the benefits arising from a well sewered, sanitary city.

And we recommend most emphatically that this second district and outlet be completed, before any other important improvement be taken up to engross the attention of the city officials and entail cost upon the citizens and that also might defeat this, the most important improvement of all.

Respectfully submitted,  
M. M. PADGETT,  
D. T. HOSKINS,  
C. C. ROBBINS,  
THOMAS W. HAYWARD,  
Committee.

Former Mayor Goodall, just before yielding his seat to his successor, read a report of his stewardship as mayor of the city of East Las Vegas. Mr. Goodall was mayor for a period of eight years, the last six which have been continuous. He was first elected ten years ago. During his incumbency many lasting improvements have been made and the city's finances have been placed on a much better basis than that in which Mr. Goodall found them when he first took office. In spite of the limited revenue of the municipality much was accomplished for the benefit of the city. The report, like every other official act of the former mayor, was businesslike and exact. It is full of interest to the taxpayers and contains much good counsel for the future. The report is published in full in another column of this paper.

In taking the office of mayor Mr. Taupert said nothing for the good of the city can be accomplished without hearty co-operation from all the members of the council. He requested the various committees to transact their work with fidelity. Mr. Taupert said the public should at all times be urged to make those improvements which will tend to beautify and better the city and that the people could feel confident of the mayor and councilmen doing everything in their power for the good of the municipality. Mr. Taupert declared it to be his cherished ambition to make Las Vegas a dustless and flyless city. He advocated a restriction not the dust area by the curbing of all property lines. He said that if every citizen will see that manure and other garbage is destroyed or hauled away every eight days or often the fly nuisance, which is a real menace, will be practically eliminated. Mr. Taupert says it requires eight days for the incubation of flies and that the way to rid the city of these pestiferous carriers of disease is to prevent their incubation. After they have been turned loose upon the community it is almost impossible to eradicate them.

The new council got a taste of the difficulties all such bodies run up against when a number of citizens, headed by A. Rainey, Dr. Sparks and

Judge E. V. Long appeared to protest against the Las Vegas hospital being allowed to dig a cesspool in the alley near its property. It was stated that the pool will overflow into the yards of residents in that vicinity and that there is an underground drainage which will cause the contents of the pool to seep into their cellars. Permission to dig the pool was granted by the retiring council. The matter was referred last night to the city attorney and the streets and alleys committee, which was requested to report at the next meeting. The council adjourned at 10 o'clock.

## WIRELESS BROUGHT NEWS OF DISASTER

(Continued From Page One)

The brief wireless dispatches received so far show that the passengers and crew passed through thrilling experiences from the very moment that the monster Titanic crashed into the iceberg in the dead of night until the Carpathia, several hours later reached the scene and rescued the survivors from lifeboats floating in a sea of ice.

The collision occurred at a time when most of the passengers had retired or were about to go to bed. The shock of the collision sent many of the passengers to the decks partly dressed. A wireless dispatch came through Camperdown, N. J., saying that the passengers were ordered to the life boats at once and that many were scantily clad as they took their places in the boats. This would indicate that the Titanic's condition was such that no time could be spared to return to staterooms for additional clothes.

Danger still confronted even those who were so fortunate as to be put aboard the life boats. Huge quantities of field ice covered the ocean, a wireless dispatch says, and in the darkness the crews had to guide their boats with the greatest care to prevent being jammed and overturned. The ice was so heavy that the lifeboats could not force their way through it and as a result the boats became widely separated. The air was biting cold and the chill that rose from the ice floes caused the passengers to huddle close together to keep warm. All through the night the lifeboats bobbed helplessly between the shifting cakes of ice while the survivors prayed for dawn to come.

Shortly after 2 o'clock the sinking Titanic made her great dive into the sea carrying hundreds of persons to death. Daylight came and with it arrived the Carpathia, which found only the score of lifeboats filled with crew and passengers floating helplessly about the vicinity where the Titanic had passed under the waves.

The official announcement of the White Star line brings positive news that there are 368 survivors of the Titanic on board the steamship Carpathia and the fact that the names of only 315 of those saved have been sent in by wireless shows that there are 53 persons rescued from the Titanic whose names have not been received here.

A wireless message sent by Captain Rostron of the Carpathia to the Cunard line here from latitude 41 45 north and longitude 50 20 east reads as follows:

"Am proceeding New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering the circumstances, with so much ice about, considered New York best. Large number icebergs and 20 miles of field ice with bergs amongst."

Intense interest centers in the approach toward New York of the liner Carpathia bearing the passengers of the Titanic, variously estimated from 625 to 868. It is this ship that promises to bring the first authentic details of the great tragedy and scenes that followed. The Carpathia is a slow vessel and is due at Sandy Hook about 11 o'clock Thursday night.

Meantime the Carpathia will be within the wireless range of several stations along her course. Her wireless plant has a radius of about 160 miles according to the Cunard company. She will be south and abreast of Sable Island late today or tomorrow about 150 miles away and may come within direct wireless communication with Sable Island. Her present communication is by wireless relay to the Olympic and other intervening ships having a greater wireless radius.

The Carpathia's course next brings her south of Nantucket, where she is due early Thursday. This brings her within easy range of the powerful wireless station at Siasconset, Nantucket. She will then be 195 miles from New York. Through Thursday the Carpathia will be moving along the south shore of Long Is-

land, passing the wireless station at Sagaponack Thursday morning and Fire Island later in the day.

The Truth Was Withheld.  
Vice President Franklin of the White Star line has been criticised today for his definite reassuring declarations yesterday which tended, as alleged, to mislead the public. Mr. Franklin this afternoon gave to the public the full text of the wireless messages received from Captain Haddock of the Olympic yesterday afternoon.

"The reason I did not give out last night," Mr. Franklin said, "was because it was so discouraging that I felt it would not be right to alarm the public unnecessarily. Now that the worst is known I am willing to give it out. Here it is:

"Carpathia reached Titanic's position at daybreak. Found boats and wreckage only. Titanic had foundered about 2:20 a. m. in 41.16 N, 50.14 W. All boats accounted for. About 675 souls saved, crew and passengers. Latter nearly all women and children. Leyland line steamship California remaining and searching exact position of disaster. Carpathia returning to New York with survivors. Please inform Cunard."  
(Signed) "HADDOCK."

Mail Is Lost.  
Postmaster Edward M. Morgan said today that the Titanic had on board 3,500 sacks of mail. It is not likely, he said, they were saved. As a standard ocean mail bag holds about 2,000 letters, it is estimated that seven million pieces of mail matter have been lost.

Congress Is Sympathetic.  
Washington, April 16.—The house of representatives unanimously adopted a resolution today extending sympathy to the relatives of those who met their death in the disaster of the Titanic.

The disaster to the Titanic was taken notice of by the Daughters of American Revolution, in annual session here, who at their meeting today appointed a committee to draft and present to the congress resolutions of sympathy. Reports of national officers were received.

President Taft today ordered out two revenue cutters to meet the Carpathia which is bearing the Titanic's survivors to New York. The Gretham is at Boston and the Acushnet at Woods Hole, Mass.

The president also ordered the scout cruiser Salem to proceed to sea at once from Hampton Roads, Va., and meet the Carpathia. The Salem is equipped with the best wireless apparatus in the navy, capable of sending 1,000 miles, and by order of the president, her commander will obtain a complete list of the Titanic's survivors and send the names by wireless to the government here.

Many Passengers Saved.  
Senator Guggenheim said this afternoon he had advised from the White Star line that all but 32 of the first cabin passengers of the Titanic were safe.

## Britain Is Sympathetic.

London, April 16.—Premier Asquith in a brief statement in the house of commons this afternoon gave public expression to Great Britain's sympathy in connection with the Titanic disaster. After reading to the members the messages from the White Star company already published, the premier continued:

"Perhaps the house will allow me to add this: That I am afraid we must brace ourselves to confront one of those terrible events in the order of providence which baffles foresight, which appall the imagination and make us realize the inadequacy of words to do justice to what we feel."

"We can not say more at this moment than to give a necessarily imperfect impression of our sense of admiration that the best traditions of the sea seem to have been observed and that willing sacrifices were offered to give the first chance for safety to those who were least able to help themselves, and of the heartfelt sympathy of the whole nation to those who find themselves suddenly bereaved of their nearest and dearest."

Side Was Torn Out.  
London, April 16.—Alexander Carlisle, designer of both the Titanic and Olympic, said today:

"I never thought there was such a thing as an unsinkable ship. When the news first came that the Titanic was sinking by the head I thought likely she would reach port. The fact that she sank within four hours after the impact with the ice indicates that her side was torn out."

"I am of the opinion that the large ships of the present day do not carry anything like a sufficient number of boats but until the board of trade and the governments of other coun-

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